

recent trends in land development continue, the urbanized land area will more than double during the same period, growing from 2,400 square miles in 1960 to 5,200 square miles in 1985.¹ In other parts of the country, as well, the increase of population requires more than a proportional commitment of fringe land to urban development.

There is no shortage of land in the United States. Even the densely populated eastern seaboard contains abundant reserves of open land that can be used for urban expansion. Problems arise in making this land suitable for urban living. Highways and other transportation channels must be provided to make fringe areas accessible to the core cities and to metropolitan job centers. Schools, water supply, parks, hospitals, utilities, local roads, and shopping centers are all needed to serve a growing population. In the New York region, the necessary public service investments alone will cost an estimated \$16,800 for each new household.² The high public cost of servicing urban growth has tempted many local governments to provide inadequate levels of service or to rely excessively on facilities supplied by private land developers. Thus, one of the major shortcomings in water supply and waste disposal is the continued reliance on private wells and individual septic tanks in communities where the growing density of population calls for public water and sewerage systems. Local governments often supply services haphazardly and only after crises have developed. Where local land regulation is inadequate, potential sites for parks, schools, and public buildings may be taken for private development before the community can act to acquire them. Housing, shopping centers, and industry may destroy irreplaceable natural resources by leveling woodlands, polluting streams, and filling in wet lands so that natural drainage patterns are interrupted and flooding becomes a problem.

The plight of suburbanites can easily be exaggerated. Despite crabgrass and faulty septic tanks, most new residents of the suburbs enjoy good living conditions. But public expectations are rising quickly. Many government officials as well as private developers have sensed increasing dissatisfaction with the quality of the new environment being built in the suburbs and are seeking ways to build better communities.

SOCIAL AND ECONOMIC DISPARITIES

Other metropolitan problems are more ominous than the inadequate services of newly developing suburbs. Metropolitan growth in the United States is producing patterns of racial and economic segregation, with severe consequences for disadvantaged groups, for the communities where they are concentrated, and ultimately for the entire urban society. While large numbers of people have been moving from the older central cities to the suburbs, others have been moving from rural areas into the central cities. Since World War II, there have been vast migrations of southern Negroes, Puerto Ricans, and people from Appalachia to the great cities. And while more prosperous groups were moving to the suburbs to find better housing, many earlier residents of the cities remained—some because they preferred to live in the central cities, many because they could

¹ Regional Plan Association (New York), Bulletin 100, "Spread City," September 1962.

² *Ibid.*